Citizens North Monroe Corridor Task Force

Session 4 Open Session

Draft Agenda

- Corridor Improvements Continued
- Select Session 2 Task Force Recommendations Discussion
- Socioeconomic
- Next Steps For Report/Presentation

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Meeting Information

<u>Announcements!</u>

- Meeting Recording
- CDC Recommendations for COVID 19

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Community Land Trusts

- General Information
  - Existing & Planned
  - Opportunities for Commercial

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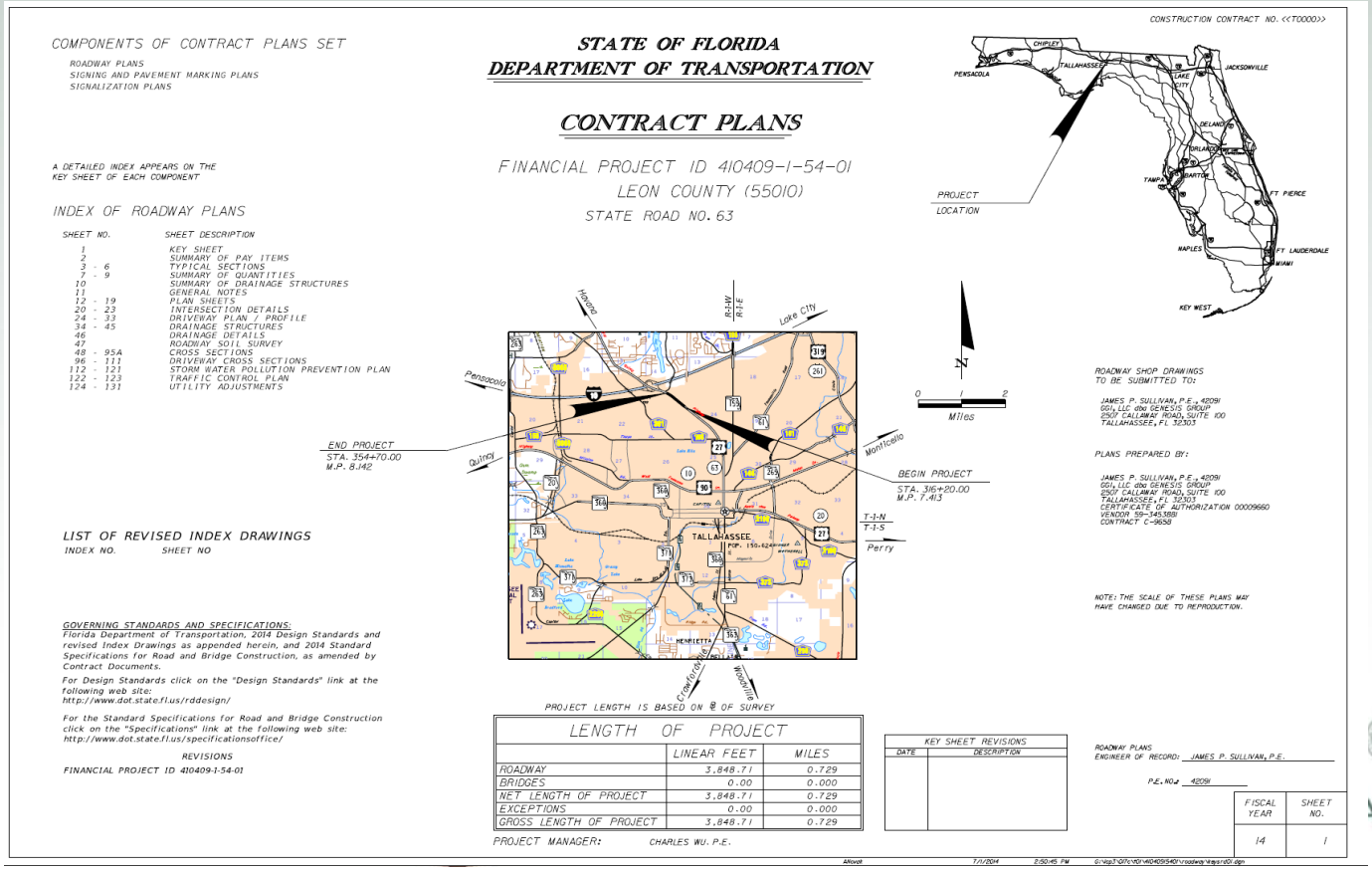
FDOT Corridor Information

Resurfacing

- Resurfacing from John Knox to Lakeshore Drive (2016)
- Resurfacing/Ped from Thomasville to John Knox Road (2019)
- Roadway Ped/Markings from approximately Allen Road to Lakeshore Drive (2005)
- Resurfacing from I-10 to Fred George Road (2008)



COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SUMMARY OF PAY ITEMS
3 - 6	TYPICAL SECTIONS
7 - 9	SUMMARY OF QUANTITIES
10	SUMMARY OF DRAINAGE STRUCTURES
11	GENERAL NOTES
12 - 19	PLAN SHEETS
20 - 23	INTERSECTION DETAILS
24 - 33	DRIVEWAY PLAN / PROFILE
34 - 45	DRAINAGE STRUCTURES
46	DRAINAGE DETAILS
47	ROADWAY SOIL SURVEY
48 - 95A	CROSS SECTIONS
96 - 111	DRIVEWAY CROSS SECTIONS
112 - 121	STORM WATER POLLUTION PREVENTION PLAN
122 - 123	TRAFFIC CONTROL PLAN
124 - 131	UTILITY ADJUSTMENTS

LIST OF REVISED INDEX DRAWINGS

INDEX NO. SHEET NO

GOVERNING STANDARDS AND SPECIFICATIONS:
Florida Department of Transportation, 2014 Design Standards and revised Index Drawings as appended herein, and 2014 Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.

For Design Standards click on the "Design Standards" link at the following web site:
http://www.dot.state.fl.us/rddesign/

For the Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site:
http://www.dot.state.fl.us/specificationsoffice/

REVISIONS

FINANCIAL PROJECT ID 410409-1-54-01

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 410409-1-54-01
LEON COUNTY (55010)
STATE ROAD NO. 63

CONSTRUCTION CONTRACT NO. <<TOOOO>>

PROJECT LOCATION

END PROJECT
STA. 354+70.00
M.P. 8.142

BEGIN PROJECT
STA. 316+20.00
M.P. 7.413

PROJECT LENGTH IS BASED ON ℄ OF SURVEY

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	3,848.71	0.729
BRIDGES	0.00	0.000
NET LENGTH OF PROJECT	3,848.71	0.729
EXCEPTIONS	0.00	0.000
GROSS LENGTH OF PROJECT	3,848.71	0.729

PROJECT MANAGER: CHARLES WU, P.E.

KEY SHEET REVISIONS

DATE	DESCRIPTION

ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

JAMES P. SULLIVAN, P.E., 42091
GDI, LLC dba GENESIS GROUP
2507 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FL 32303

PLANS PREPARED BY:

JAMES P. SULLIVAN, P.E., 42091
GDI, LLC dba GENESIS GROUP
2507 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FL 32303
CERTIFICATE OF AUTHORIZATION 00009660
VENDOR 59-3453891
CONTRACT C-3652

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ROADWAY PLANS
ENGINEER OF RECORD: JAMES P. SULLIVAN, P.E.

P.E. NO.: 42091

FISCAL YEAR	SHEET NO.
14	1

FDOT Landscaping

- Landscaping Request Pending for Late 2022; Priority & Funding @ FDOT Discretion
  - Task Force Support Letter to FDOT by next year?

BLUEPRINT
INTERGOVERNMENTAL AGENCY

July 13th, 2021

Dustie Moss
District Landscape Project Manager/
District Wildflower Coordinator
Florida Department of Transportation

RE: Independent Stand-alone Landscape Projects

Dear Ms. Moss:

Please accept this letter as a formal request from the Blueprint Intergovernmental Agency for consideration of the segment of North Monroe Street (SR 63/U.S. 27) from Lakeshore Drive to John Knox Road in Tallahassee, Florida as one of the Florida Department of Transportation's Independent Stand-alone Landscape Projects.

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Safety Information

Crash data interactive map:

https://www.google.com/maps/d/edit?mid=1zggE0Q0aKxVrKUkBUehzfTe9xFNQqNVo&usp=sharing

- Pedestrian & Bicycle Incidents Happened
- Intersection/Crosswalk Incidents > Mid-Crossing Incidents

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Complete Streets Concept Applied to North Monroe Street

- North Monroe Street is owned and maintained by the Florida Department of Transportation (FDOT), a state-wide agency.
- FDOT prescribes complete streets concepts to its roadways via **Context Classification** based on existing and future roadway and land use characteristics.
  - FDOT roadways within city centers are required to have wider sidewalks and bike lanes, while rural roads may not be required to include sidewalks or bike lanes when constructed.
  - Context Classification also determines travel lane width and design speed.

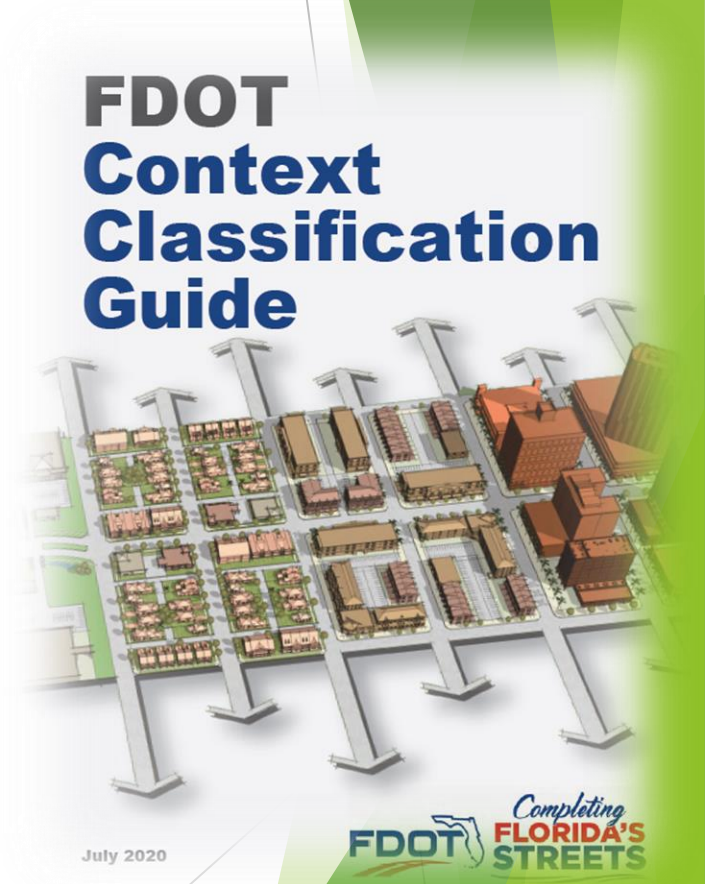


FIGURE 2 FDOT CONTEXT CLASSIFICATIONS

C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

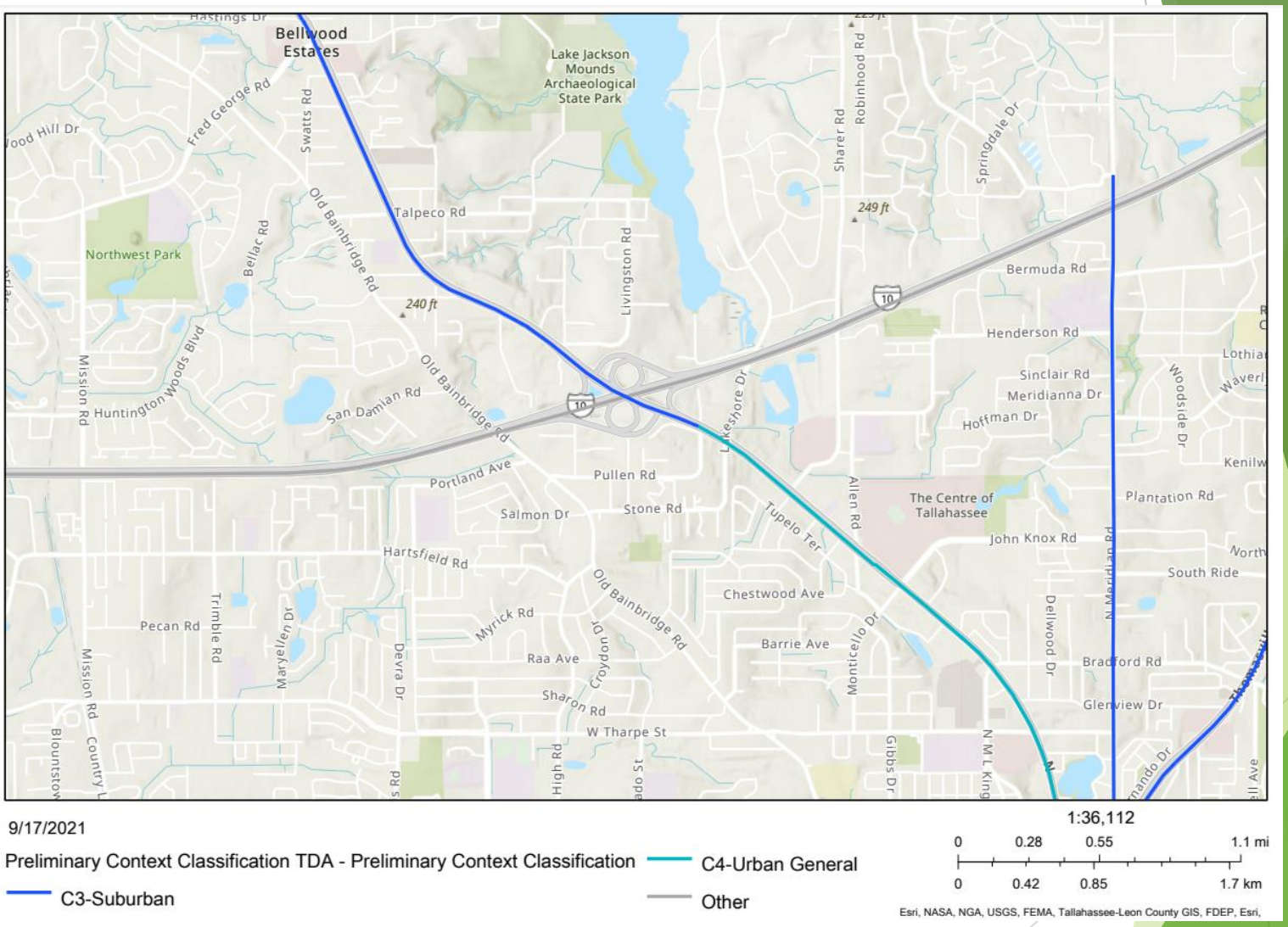
C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

TABLE 1 CONTEXT CLASSIFICATION MATRIX

Context Classification	(1) Distinguishing Characteristics	(2 A/B) Primary Measures: Roadway Connectivity: Intersection Density (Intersections/ Square Mile)	Block Perimeters (Feet)	Block Length (Feet)	Land Use (Description)	Building Height (Floor Levels)	Building Placement (Description)	Fronting Uses (Yes/No)	Location of Off-street Parking (Description)	(2 C) Secondary Measures: Allowed Residential Density (Dwelling Units/ Acre)	Allowed Office/ Retail Density (Floor-Area Ratio (FAR))	Population Density (Persons/Acre)	Employment Density (Jobs/Acre)
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	N/A	N/A	N/A	Conservation Land, Open Space, and/or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	<20	N/A	N/A	Agricultural and/ or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	>100	<3,000	<500	Retail, Office, Single-Family Residential, Multi-Family Residential, Institutional, and/or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	<100	N/A	N/A	Single-Family and/ or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	<100	>3,000	>660	Retail, Office, Multi-Family Residential, Institutional, and/or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides	No	Mostly in front; occasionally in rear or side	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	>100	<3,000	<500	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, and/ or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks	Yes	Mostly on side or rear; occasionally in front	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	>100	<2,500	<500	Retail, Office, Single-Family or Multi-Family Residential, Institutional, and/or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>8	>0.75	>10	>20
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	>100	<2,500	<660	Retail, Office, Institutional, and/ or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>16	>2	>20	>45

The thresholds presented in Table 1 are based on the following sources, with modifications made based on Florida case studies:
1) *2008 Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*, New Jersey Department of Transportation and Pennsylvania Department of Transportation;
2) *2012 Florida TOD Guidebook*, Florida Department of Transportation;
3) *2009 SmartCode Version 9.2*, Duany, Andres, Sandy Sorlien, and William Wright; and
4) *2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, Institute of Transportation Engineers and Congress for the New Urbanism.
5) Colors correspond to flowchart in Figure 5.



9/17/2021

Preliminary Context Classification TDA - Preliminary Context Classification

C3-Suburban

C4-Urban General

Other

1:36,112

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Esri, NASA, NGA, USGS, FEMA, Tallahassee-Leon County GIS, FDEP, Esri,

Transportation Options

Light Rail or Examine Options?

- Rail singularly is resource intensive
- Other studies look at bus, bus rapid-transit, and rail options (now have on-demand options to consider)
- Combine with trails and complete street approaches

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Lets Talk About Session 2 Homelessness Recommendations

Select Session 2 Recommendations

- One-Stop Services Shop
- Safe Daytime Center for Homeless
- Supervised Camp off the Corridor

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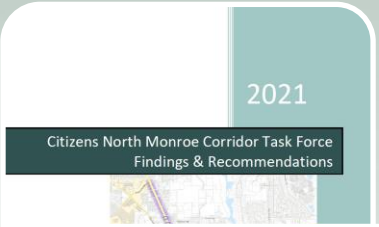
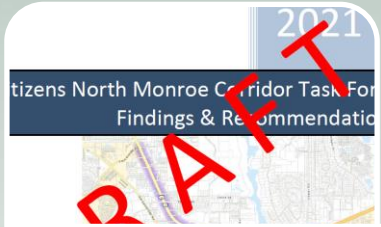
Next Steps for Task Force



Report Development

(Sept-October)

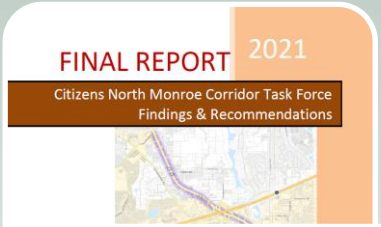
- Decide on Spokesperson(s)
- Working Meetings
- Draft Development



Draft Sharing

(Oct–November)

- County Partners/Peers
- County Administrator



Final Presentation

Nov-December

- Spokesperson(s)
- BOCC Meeting

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